

**Coordination piston -- cylinder**

Version <sup>1)</sup>	Group no.	Piston dia.	Cylinder dia.
Standard	0	90.845 - 90.855	90.898 - 90.908
	1	above 90.855 - 90.865	above 90.908 - 90.918
	2	above 90.865 - 90.875	above 90.918 - 90.928

**Cylinder bore**

Max. wear limit in forward or transverse direction	0.10
Permissible out-of-true and conicity	when new 0.014
	wear limit 0.05
Permissible deviation vertically in relation to crankshaft center line, with reference to cylinder height	0.05
Permissible roughness	0.002–0.004
Permissible waviness	50 % of roughness
Honing angle	25°
Chamfer of cylinder bores	refer to Fig.

<sup>1</sup> These engines have no repair steps.

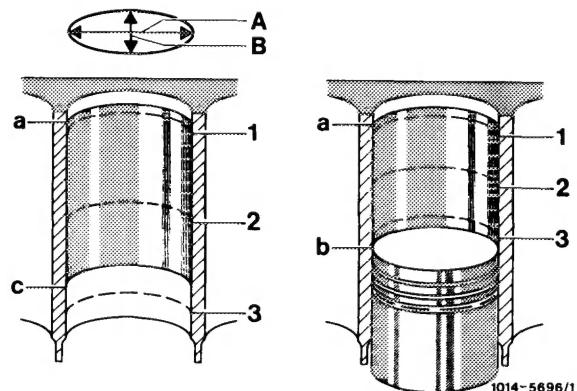
**Note**

In addition of a visual checkup, in particular in the event of complaints about "high oil consumption" measuring of cylinder bores is unavoidable.

For this purpose, measure the clean cylinder bores with internal measuring instrument at measuring points, 1, 2 and 3 in longitudinal direction A (piston pin center line) and in transverse direction B.

With piston installed, the measuring point 3 is barely above piston, at BDC.

- a Upper reversing point of 1st piston ring
- b BDC of piston
- c Lower reversing point of oil scraper ring



Chamfer cylinder bores after boring.

For honing, the material allowance should not exceed  
0.03 mm.

